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PROGRESS REPORT NO. 4

Progress on the aircraft during the period since the last progress report, issued on April 15th, 1955, has been quite satisfactory.

As of June 22nd, the first airplane is out of the jig, with one set of wings expected to be complete by June 30th. This is very late for the wings, but the fuselage and various installations are ahead of schedule slightly. Scheduling from this point on to the airplane flight date of August 8th is being done on a basis of hours.

The August 8th flight date will be met. While it is very difficult to meet the July 15th completion date, as of June 22nd a schedule has been developed which makes this possible. In view of the fact, however, that the base completion date is no earlier than July 20th, it is advisable to delay the shipping date from the contractor's facility until July 25th. In the interim period, between July 15th and 25th, certain tests which had been planned for Paradise Ranch will be conducted at the factory. Mainly, fuel will be put in the wing and the fuel system checked and wing vibration tests run at the factory, contrary to previous plans. This is a reasonable and perhaps a desirable condition, although special precautions will have to be taken for putting the large quantity of fuel into the hangar, but any leaks that might develop can be better serviced at the factory than at the flight base. It will be necessary to have about 1400 gallons of special fuel transported to the factory for the vibration and leakage checks. This had not been previously planned, but should offer no difficulty.

For planning purposes, as of this date, a C-124 aircraft should be provided on July 23rd for transporting the first unit to so that the aircraft can be loaded Sunday night and flown to the base on Monday, July 25th. Final confirmation of the need date for the C-124 will be made on July 12th.

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The static test fuselage is installed in the jig, awaiting the second set of wings. From the photographs enclosed, it may be seen that the static test activity will be a large one.

Airplanes 2, 3, and 4 (actually 3, 4, and 5, by virtue of the fact that the static test article is almost a complete airplane) are in the jigs, with No. 2 scheduled to be removed from the fuselage jig before the end of June. The airplanes behind No. 2 are progressing very rapidly and might conceivably be in advance of the over-all schedule.

The engineering activity has shifted to design of the ground equipment, and the first large unit of the fuselage dolly is 50% complete. No difficulty is seen in meeting the flight date with required ground handling equipment manufactured by this contractor.

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Negotiations are under way regarding the design installation of an autopilot.

A C-47 airplane has been inspected, critical structural sections X-rayed, and the airplane generally made ready for operation between the factory and the base. One T-33 has been received and is being modified for the No. 1 electronic package, with flight tests expected to start July 5th, if antenna and other elements are received from R-W.

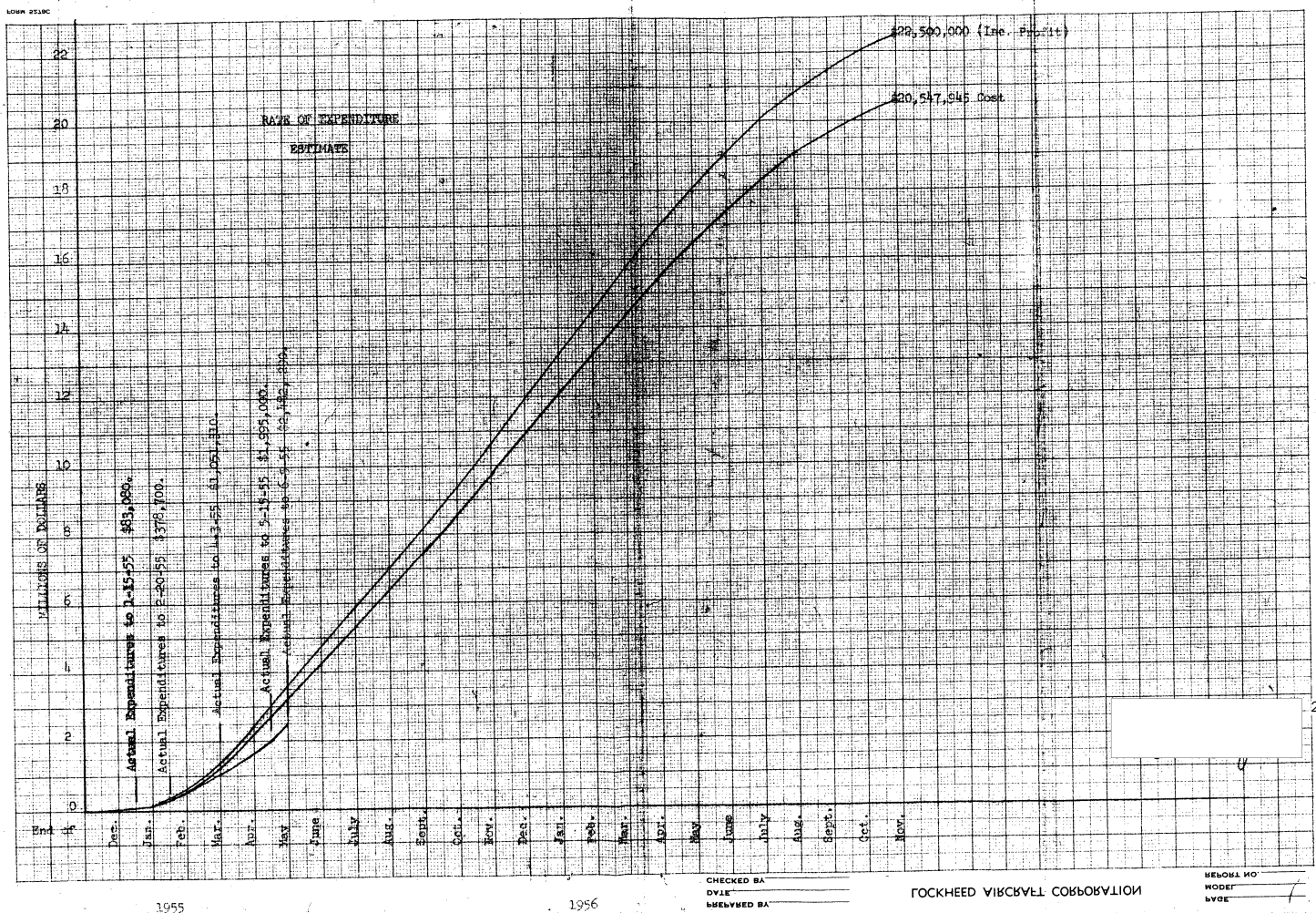
Recruitment for the training program has begun and installation of a "Commo" center has been started at this location.

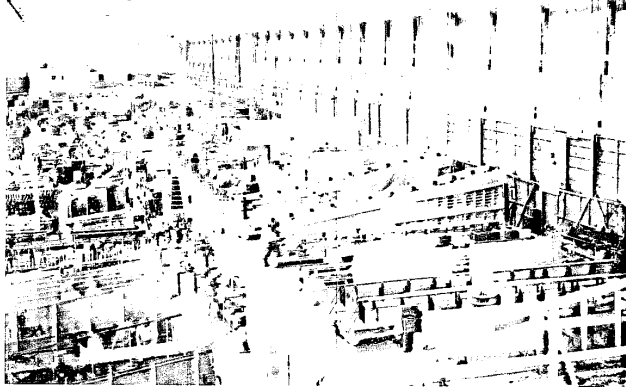
Six truckloads of equipment are already prepared for transportation to the base, so that in a very short time the flight test operation can be set up.

The project cost is shown on the attached chart. It is apparent that good cost control is being maintained. The actual expenditures to June 5th are slightly under \$2,500,000. This is roughly 75% of the original expected cost to that date.

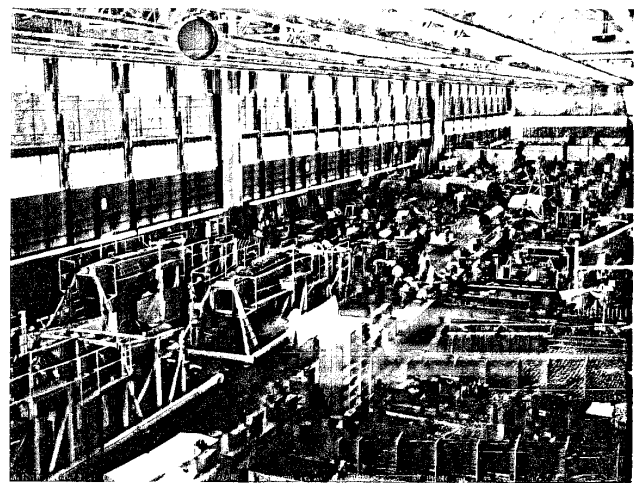
MAJOR PROBLEMS: Requirement of a 30-hour day.

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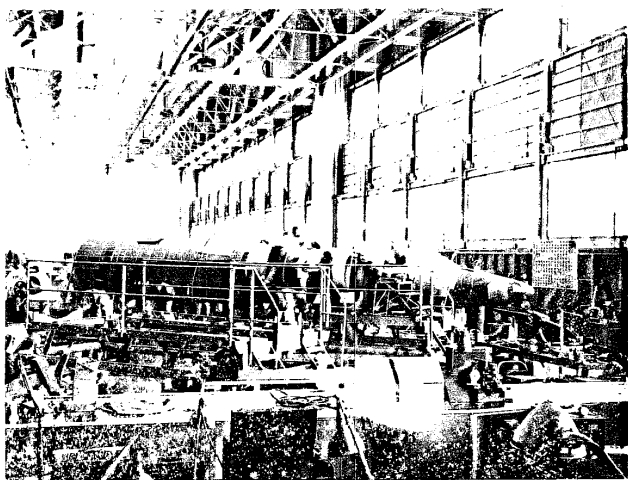




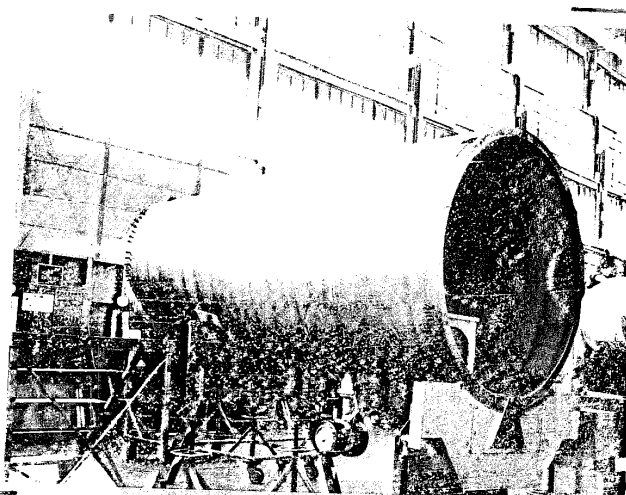
6-21-55 OVERALL VIEW OF SHOP-SOUTH SIDE



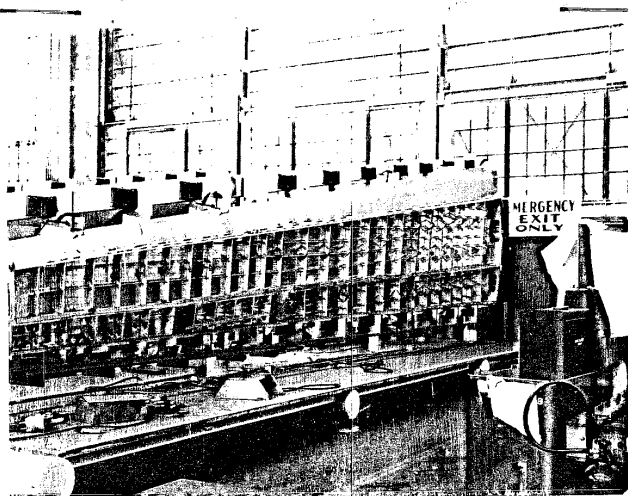
6-21-55 OVERALL VIEW OF SHOP-NORTH SIDE



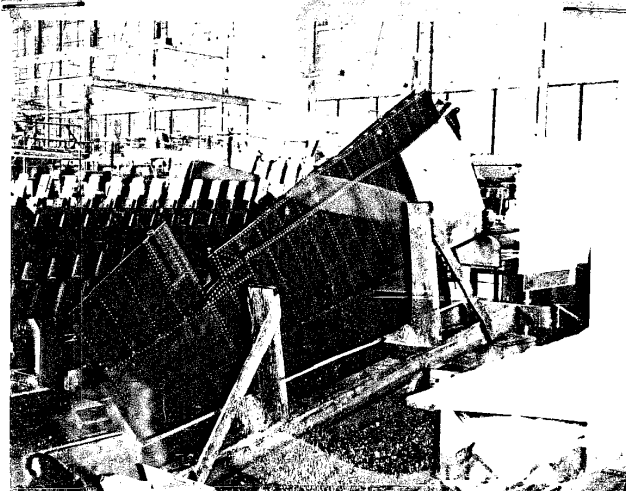
6-21-55 AFT. FUSELAGE FOR # 1



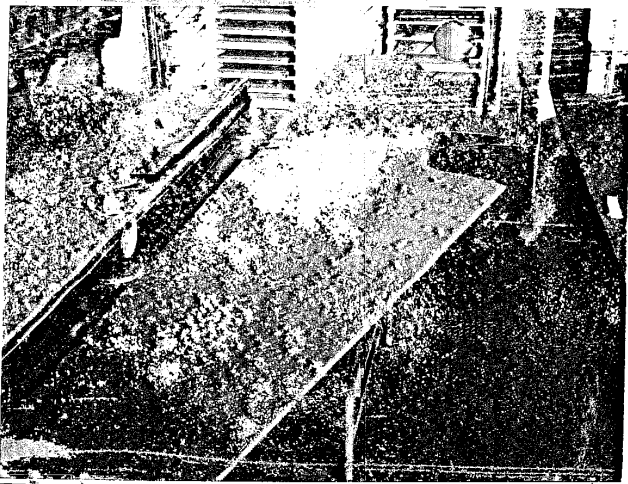
6-21-55 AFT. FUSELAGE FOR # 1



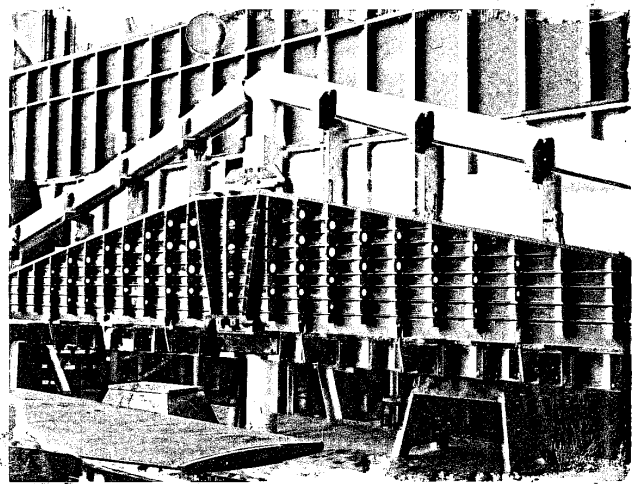
6-23-55 WING PANEL FOR STATIC TEST



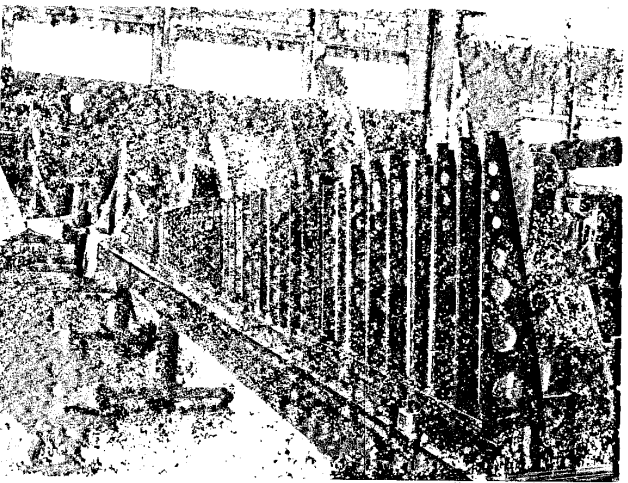
6-23-55 FIN FOR STATIC TEST



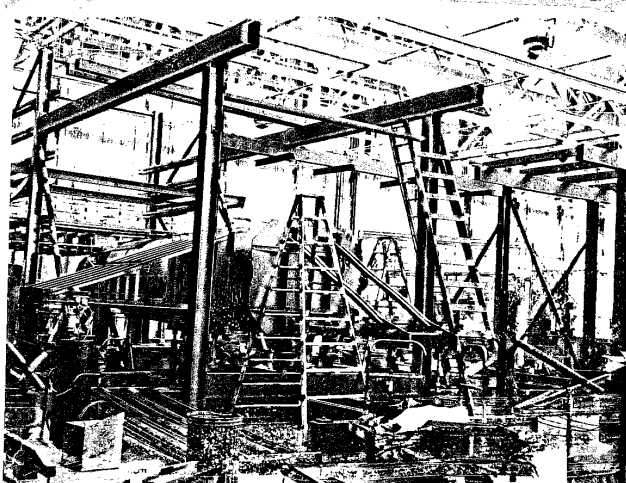
6-21-55 HORIZONTAL STAB. FOR # 1



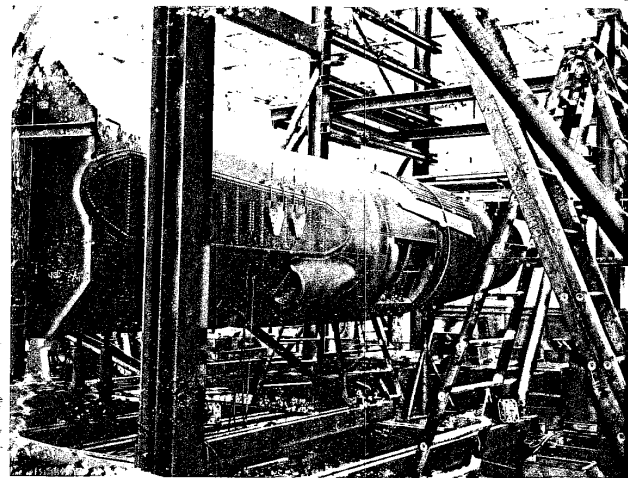
6-21-55 HORIZONTAL STAB. FOR # 2



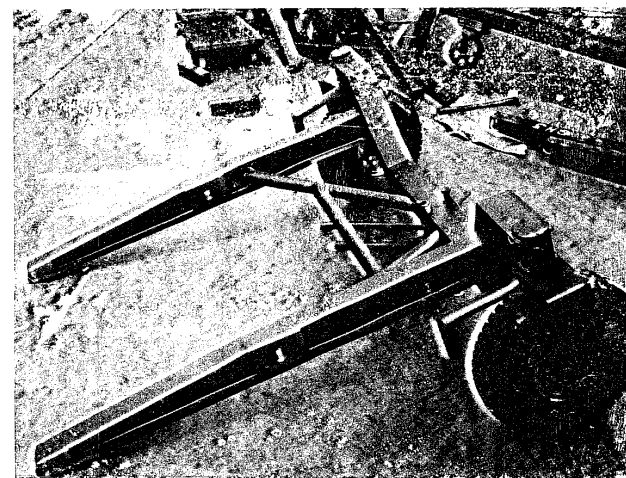
6-23-55 WING FLAP IN JIG



6-21-55 STATIC TEST STRUCTURE



6-21-55 FUSELAGE IN STATIC TEST JIG



6-23-55 FRONT ASSEMBLY - FUSELAGE CART